A STATE OF THE PARTY OF THE PAR

Defeat Proof He Was Overrated. Jack Johnson's decisive victory over

Tommy Burns for the heavyweight championship of the world was widely discussed by local sporting men yesterday. It was the general opinion that Johnson had shown irst class ones. Burns never had a chance with the big negro from the moment he was knecked down in the first round. He was severely handicapped by his height and weight and was also greatly outclassed in the scientific points of the game.

While Burns did not suffer an actual knockout in the fourteenth round he was ered so that it is conceded by fight critics that he would surely have been put to sleep if the battle had been allowed to go on. That Burns evidently knew Johnson was a dangerous man was shown by the fact that he ran away from him for nearly two years, and when finally cornered in Australia he asisted upon \$30,000, win, lose or draw.

That Johnson was supremely confident beating Burns all that time was illustrated by his willingness to accept the unfair terms said down by the French-Canadian. From all accounts Burns was "beaten to death, use a ring expression, and was so badly yunished that his face was a sight when he was helped from the ring. Johnson was so clever that he escaped without a mark that was visible, Burns landing only a few vild swings on his head. Naturally the question asked by sporting men all over the world just now is "Who will be Johnson's age to this city after the battle said he was open to meet any man in the world, Jeffries

Jeffries has already placed himself on record as being determined not to reenter the ring, but many fighting men, including John L. Sullivan, say that he is the only heavyweight in the world who is capable of giving Johnson a hard battle. Bob Fitzsimmons, who is in England, is quoted as saying that he will make a metch with Johnson, but his assertion is not taken seriously here. Johnson stopped Fitz in two rounds at Philadelphia two years ago. seriously here. Johnson stopped Fitz in two rounds at Philadelphia two years ago. Some of the spectators who saw that mill have been insisting ever since that Fitz reigned a knockout, while others have declared that the Cornishman was fairly smothered into submission. Tom Sharkey, who predicted Johnson's success, declares that rather than see a negro retain the championship he will challenge him to a mish fight and will bet \$5,000 on the side. Sharkey insists that he can get into old time form in three menths and that as he is only 35 years old he is atill a young man. Marvin Hart, who once got a questionable decision over Johnson in a twenty round bout, states that he wants to meet the negro again and that after his battle with Mike Schreck in Lexington on New Year's eve he will issue a formal challenge. Stanley ketchel, the middleweight champion, says that if his manager consents he will agree to box Johnson some time next year, but not before he has taken on enough weight to give him a chance to stand up against the new champion.

Jeffries, who has a fighting club in Los Angeles, states that if Kaufman defeats Barry in their forty-five round bout at his club next Wednesday night Kaufman: will be the best man to pit against Johnson. Kaufman is as tall and as heavy as the negro and has improved so rapidly in point of ring science that he has been regarded for some time as a dangerous contender for the heavy weight title. Kaufman has a hard punch in either hand and is very shift? for soing man. Delaney so far has not allowed him to meet colored pugilists, but if a big purse is offered he may finally consent to make a match with Johnson.

Joe Gans, who figured that Burns was outclassed, says Lihat there is a heavy-weight title. Kaufman has a hard punch in either hand and is very shift? for shigh man since the days of James J. Corbett. Johnson's victory has been well received in England, where there is little prejudice against colored boxers. English sporting men say that they did not like the way burns tried to

meet Sam Langford, the Boston middleweight, on February 22, but Langford says
that under no circumstances will he agree
to a match with the new champion.

Burns took his defeat well. He said that
Johnson was too big for him and that the
knockdown he received in the first round
practically beat him. It is probable that
Burns will now retire from the ring, as
he has made nearly \$200,000 out of the fighting game. As Johnson was well nigh
penniless when he faced Burns it is believed
that he will not fight again for nearly a year
so that he can tour England and America
in search of the almighty dollar.

Johnson owes all of his success to his
clever manager, Sam Fitzpatrick, who
discovered him and has developed his
puglistic skill. Fitzpatrick spent his own
money in taking Johnson half way around
the world after a match with Burns and he
richly deserves the linancial harvest that
he and the new champion hope to reap.
Fitzpatrick several years ago predicted that
Johnson would win the heavyweight title
and before he left here for England on
Burns's trail he said: "Burns is the biggest
counterfeit that ever got into a ring. Johnson can beat him to a dead certainty. If
Burns will agree to fight for nothing if we can get
this bluffer into the ring. Fitzpatrick
hinks that Johnson is the equal of Peter
ackson, who when at his best was under
his bluffer into the ring. Fitzpatrick
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his bluffer into the ring.

train, where he can have a bout with Johnny Summers next spring. On the coast the impression prevails that Attell is afraid of Driscoll and will not meet him under any conditions. Driscoll is by far the best featherweight that England has ever produced and has been after a match with Attell for several months. He will return to England about March 1.

Charles W. Gates has been doing some heavy betting on the races at Los Angeles lately. The other day he won but one bet out of five and quit \$24,755 behind on the siternoon's operations. Bookmaker Tom Shaw globe won \$8,200 from Gates, while Abe Levy also took a large sized bundle. Gates a biggest wager was \$11,500 on Catherine F. He also bet \$9,000 on Lee Rose and \$6,755 on Harcourt. He won \$2,500 on Lord Nelson in the first event of the day. These plunges caused a sensation in the betting ring and are the talk of the town just now.

William A. Pinkerton, who has been in New Orleans recently, has this to say about the turt situation in the Crescent City. If New Orleans could have had racing this winter it would have been the greatest meeting in the history of the local turf. It believe it was a grievous wrong to pass odrastic a measure, for racing could have been regulated satisfactorily. But it is impossible to kill the sport. Racing has become too big an industry in America for that. Millions of dollars are interested in slock farms in Kentucky and elsewhere for the breeding of high class borses." Inkerton scouts the idea that the race-track breeds crime. He says that every year there are more men who go wrong in other ways than because of track betting. I know from experience, says Pinkerton, that the statement that criminals follow in the wake of the races is all nonsense. Racetracks neither breed nor harbor oriminals, for suspicious characters will not be tolerated inside any of the Chicago Cubs has

C. W. Murphy of the Chicago Cubs has written another letter to Garry Herrmann regarding the ticket scandal case and says that the officers of the National Baseball commission should be removed to Bussia. Herrmann has replied that if Murphy wants further vindication the commission will reopen the case and that the Chicago fans can have some interesting facts, so far suppressed.

Walker, the South African, Reported a naing in Wenderful Time.

Special Cable Despatch to THE SUR.
JOHANNESBURG, South Africa, Dec. 26. R. E. Walker, the Olympic 100 meter chamsharkey, Fitzsimmens, Ketchel, Kaufman and Hart Are Apparently Auxteus to Meet Him for Title—Burns's yards in 12-5 seconds.

For sprinting purposes the South African climate is regarded as the fastest in the world, being even faster than America, so there is every reason to believe that both believe that both by local sporting, men, yesterday. It was the general opinion that Johnson had shown burns up as an overrated boxer who had won fame and fortune by whip ping a let of alleged fighters in preference to meeting first class ones. Burns never had a chance with the big negre from the moment has well supplied to be lieve that both walker's records are genuine. If these performances are found to be without question the 9 2-5 seconds for the 100 yards will supplied the 9 3-5 seconds, made by Dan J. Kelly at Spokane, Wash., on June 28, 1906, and the 11 2-5 seconds, the mark of with the big negre from the moment has well supplied to the performances are found to be without question the 9 2-5 seconds for the 100 yards will supplied the performances are found to be without question the 9 2-5 seconds, made by Dan J. Kelly at Spokane, Wash., on June 28, 1906, and the 11 2-5 seconds for the 100 yards with the big negre from the performances are found to be without question the 9 2-5 seconds, the mark of without performances are found to be without question the 9 2-5 seconds, the 100 yards will supplied the performances are found to be without question the 9 2-5 seconds, the 100 yards will supplied the 9 3-5 seconds, made by Dan J. Kelly at Spokane, Wash., on June 28, 1906, and the 11 2-5 seconds for the 100 yards will supplied the 9 3-5 seconds for the 100 yards will supplied the 9 3-5 seconds for the 100 yards will supplied the 9 3-5 seconds for the 100 yards will supplied the 9 3-5 seconds for the 100 yards will supplied the 9 3-5 seconds for the 100 yards will supplied the 9 3-5 seconds for the 100 yards will supplied the 9 3-5 seconds for the 100 yards will supplied the 9 3-5 seconds for the 100 yards will supplied the 100 yards

1906, and the 11 2-5 seconds, the mark of 11 4-5 seconds for the 120 yards made by B. J. Wefers at Travers Island on September 26, 1896.

It is not the first time that Walker is reported to have covered the century in 8 2-5 asconds, \_ast fall at Abergavenny in Wales he was credited with the time, but on investigation the track was found to be down hill and also slightly sby of the full distance. While in England Walker did 9 4-5 seconds genuinely. He won the 100 meter in 10 4-5 acconds, equalling the world's record, and in the bargain left behind him such cracks as Kerr of Canada and Rector of the United States.

CANADA CUP ISSUES.

Challengers for Trophy State Their Reasons for Barring the Seneca.

The Royal Canadian Yacht Club, which recently challenged for a race next season for the Canada cup, has issued a statement to yachtsmen of the Great Lakes giving their side of the controversy with the Rochester Yacht Club. The Canada cup was first won by members of the Royal Canadian Yacht Club. It was deeded by those members to the above the control of th bers to the club as a perpetual challenge cup, so that the Canadians are perhaps

better qualified to interpret the spirit of the rules-laid down in that deed.

The cup is now held by the Rochester Yacht Club and that club has declined to see things the way the Canadians do. The Canadians raised two points, both of which they were willing to refer to yachtsmen to be arbitrated. The Rochester men were willing to arbitrate one point, but not the other, so the negotiations for a race fell through. In its statement the Royal Canadian Club says:

"Owing to the publicity given to the controversy between the Rochester Yacht Club and the Royal Canadian Yacht Club and the inaccuracy of many of the newspaper reports the Royal Canadian Yacht Club feel that some explanation why they have withdrawn their challenge is due to the yachtsmen of the Great Lakes.

"There are two points at issue. In the minds of the Royal Canadian Yacht Club the more important One is the question of the use of yachts in the contest not intended in good faith for use on the Great Lakes. They contend that the spirit and language of the deed of gift clearly indicate that what was in the minds of the donors was to provide a cup for international racing be-tween the yachts of yacht clubs bordering on the Great Lakes and to provide a cup for fresh water similar to the America's Cup for sait, and that had it been the in-tention of the donors to throw the contest open to all Canada and all the United States the deed would have said that the contest was to be between yachts owned in Canada and yachts owned in the United States.

was to be between yachts owned in Canada and yachts owned in the United States.

"The Rochester Yacht Club contend that the deed of sift is not clear as to this point and they contend for the right to use and draw their defenders or challengers from the American fleet of yachts, no matter where their home port may be or their owners may reside so long as they are made members of a Great Lakes, yacht club. This, we hold, is not the spirit of the deed and would be most unequal and unreasonable.

"The second pint and one less important in our eyes is the eligibility of the Seneca to race for the Canada's suppowing to her not complying with the scantling restrictions now in force in the union, whereas our representative would have to be built under these restrictions. Thus if it was allowed that the Seneca was exempt from these restrictions under the reading of the union rule on this point she would obtain an advantage which it is not in the interests of sport or of any amateur contest should exist; as we take it the fundamental principle of all true sports is competition on absolutely even terms.

We further have contended that the Seneca, having been on salt water and owned by a New York yachtsman, her home port being indian Harbor, she being licensed there, at the time of the passing of the scantling rule in 1967, was not exempt, as would

Sensoa, having been on salt water and owned by a New York yachtsman, her home port being Indian Harbor, she being Indensed there, at the time of the passing of the scanting rule, in 1907, was not exempt, as would be a fresh water yacht owned in good faith and kept for use on the Great Lakes. This latter point, however, to our minds, is of lesser importance than the one of the eligibility to race for the Canada's cup of anything but bona fide Great Lakes yachts, owned in good faith and kept for use on the Great Lakes.

We have gone to the last extreme in our endeavors to persuade the Rochester Yacht Club to leave the point in dispute to a disinterested tribunal, by first accepting their proposal to name the council of the union as arbitrators and afterward to the regatta committee of either the New York Yacht Club or the Eastern Yacht Club of Boston or any other American yacht club that we could agree upon and to abide by their decision. The Rochester club, however, have rejected our advances and maintain that they will not arbitrate on the first point, but are prepared to leave to the union the question as to the eligibility of the Seneca to race under the union rules, but with respect to the question of her scanting only. As this, however, is a contest for the Canada's cup, our contention is that the deed of gift of the Canada's cup must be the instrument to guide those who are to decide, as that instrument says that such challenge shall be made and the matches sailed in accordance with the terms and provisions of this instrument, and that alterations may be made that are mutual to both parties, but only where they do not alter the sense and spirit of this instrument.

On Saturday, December 12, we sent a committee to Rochester to confer with the committee of that club, but as they absolutely refused to arbitrate the question we have this statement to you, the yachtsmen of the Great Lakes, and to explain why the Royal Canadian Yacht Club withdraws from the contests for the Canada's cup so long as the Rochester

the Rochester Yacht Club maintains this pesition.

The deed of gift says in its preamble after telling how the cup was won: "We are desirous that said cup shall be preserved as perpetual international challenge cup for friendly competition between representatives of yacht clubs of the two nations bordering on the Great Lakes and to encourage the building of larger fleets by fostering class racing." The races are for yachts between 25 and 40 feet water line length classed according to the rules of the Yacht Racing Union. The club holding the cup has the right to name the class in which the race is to take place for a period extending over three matches and there is a mutual agreement clause which gives the challengers and the challengers and the challenger ower to make any satisfactory arrangements that do not alter the sense of the deed.

BOARD FLOOR TENNIS.

W. B. Cragin, Jr., in Final Round Seventh Regiment Championship. William B. Cragin, Jr., who was the Sev-

William B. Cragin, Jr., who was the Seventh Regiment lawn tennis champion last year, got a place in the final round of the militis organization's tournament again yesterday by defeating L. H. Fitch in the semi-final round. It wasn't much of a contest, Cragin winning, 6-1, 6-1.

Col. Cragin lost his match in the first round to Merriil Hall, who beat him, 7-5, 6-2. The first set was a good fight.

Much of the day was devoted to the Class B handicap singles. Harry Vondermuhll, plus 15, and Byrd W. Wenman, minus half 15, won their places in the semi-final round. The summary:

Water Merrill Hall defeated Calhoun Cragin, 7-5, 6-3. Second Round—Arthur S. Cragin defeated Lindsley Dunham, 6-4, 7-5. Semi-Inal Round—William B. Cragin, Jr., defeated L. H. Fitch, 6-1, 6-1. Champlonship Doubles—First round—C. Cragin and A. S. Cragin defeated Charles McDonald and R. M. Johnson, 6-2, 6-1. Class A. Handicap, Singles—Sprond round—Calhoun Cragin, minus 40, defeated Harold Moore, minus 18, 6-7, 6-5. Class B. Handisap, Singles—First round—W. Pinkus, plus 50, defeated F. H. North, plus 18, 6-0, 8-2. Second Bound—H. L. Follett, plus 14, 15, desemble Conduction of the Cond

100 YARDS IN 92-5.

AUTOMOBILES.

THE Importers' Automobile Salon

**BEG TO ANNOUNCE** 

That the Only Exhibition of

FOREIGN AUTOMOBILES

To Be Held in New York City

WILL BE AT THE

**Grand Central Palace** 

**OPENING NEW YEAR'S EVE** 

December 31, 1908, to January 7, 1909

The Following Makes of Imported Cars Will Re Exhibited:

BENZ C. G. V. DE DION-BOUTON DELAHAYE LORRAINE-DIETRICH

HOTCHKISS ISOTTA-FRASCHINI LANCIA

MERCEDES **PANHARD** PILAIN RENAULT

**DELAUNAY-BELLEVILLE** 

SPECIAL NOTICE

The Above Cars WILL NOT Be Exhibited at Madison Square Garden This Year

AMONG THE AUTOMOBILISTS

ANNUAL SHOW SEASON OPENS ON THURSDAY.

merican Motor Car Manufacturers Association Exhibition in Grand Central Palace and Licensed Makers Event in Garden to Have Many Competitors.

New York's annual automobile show season this winter will have its official beginning next Thursday night, when Acting Mayor McGowan will make the address of welcome which will start the Grand Central Palace show of the American Motor Car Manufacturers Association on its week long career. The show will be opened to the public at 8 o'clock in the avening, but there is to be an elaborate private view in the afternoon for which 3,000 invitations have been issued to notables in the automabile world and other bles in the automebile world and other

Several hundred workmen, artists, elec tricians, painters and carpenters began work at the Palace yesterday preparing the building for the influx of the motor wehicles and accessories that will begin pouring into the show place as soon as the building is ready. The decorators will begin work as quickly as the carpenters and painters have done enough so they can start and from now on the big structure can start and from now on the big structure at Lexington avenue and Forty-third street will be a very busy place. The present estimate of the number of ex-hibitors totals 301. Of these 77 will display

ported machines shown and a dozen differ-ent makes of commercial vehicles. One of the interesting features of the Palace show will be the display of American and imported racing cars. The most which Wagner won the Grand Prize gold cup of the Automobile Club of America at Savannah on Thanksgiving Day. Hemery's Benz, which finished second, is to be shown. Another famous machine will be the Lancia Savannah in the international light car

The Isotta car that Lewis Strang drove to victory in the Savannah, Briardiff and Lowell stock car races will be shown, as well as the Sharp Arrow that won in one of the classes of the Motor Parkway Sweep-stakes on the Vanderbilt cup circuit on Long Island. The six cylinder National, Acme and Chadwick racers that competed Long Island. The six cylinder National, Acme and Chadwick racers that competed in the Grand Prize race at Savannah and the Maxwell and Cameron racers that competed in the light car race will also be shown, while racing types of the following imported cars will be on exhibition: Renault, Itala, Panhard and Hotchkiss. In addition to the show in the Grand Central Palace and the later one of the licensed makers in Madison Square Garden there are to be a number of private shows conducted by individual concerns. The American Locomotive Company has again made arrangements to hold a show of its own in the Waldorf-Astoria, where the products of the Providence plant are to be shown during the period the other shows run, as well as for the week that intervenes between the two hig affairs. The Buick firm has decided not to go into either of the big shows, but will hold its exhibit in the New York branch, where A. G. Southworth and his corps of assistants will have all the new models to show to prospective buyers.

Gen. John T. Cutting has definitely decided not to display the new Oldsmobile models at either the Grand Central Palace or at Madison Square Garden, but will have a full line of the Lansing firm's products at the Broadway salesroom of the Oldsmobile Company of New York. This will be the first time in the history of automobile shows in this city that the Oldsmobile will not be displayed in the Garden show. One advantage of holding the show in the Broadway salesroom will be that the complete line of carw can be shown, which would be impossible in either of the big shows owing to the scarcity of space.

The Studebaker firm has also planned to hold a show in its own salesroom on Broadway, which will continue from January 2 to 23, though the firm will also have an exhibit in Madison Square Garden as usual. The entire ground floor of the big Studebaker and limousines, electric commercial vehicles, from light delivery wagons to heavy trucks, and an eleborate display of electric pleasure cars. A big Studebaker electric o in the Grand Prize race at Savannah and

Members of the New Jersey Automobile and Motor Club are making preparations to entertain the Woman's Motoring Club of New York when the latter organization arrives in Newark on its two days run from this city to Philadelphia and return, December 29. The women will arrive in Newark at 9 A. M., and will be tendered a reception by the house committee of the Newark organization, which has prepared celluloid souvenirs for the occasion in the shape of miniature New Jersey Automobile and Motor Club flags.

straightaway contests of one, five and ten miles, all of the famous racing machines being expected to participate in these contests. A modern grand stand will be erected just outside of Saltar at the end of the twelve mile straightaway.

The Marion-Overland Automobile Comt pany, by petition to the Supreme Cour of New York and on order therefrom, will legally change its name to the Overland Company of New York on January 7. There will be no change in the stockholders or officials of the corporation, the change being in name only.

William E. Scarritt of East Orange, N. J., former president of the Automobile Club of America, will deliver a lecture at the club-house of the New Jersey Automobile and Motor Club on the night of January 15. The title of the lecture will be "Via Balloon Over London, or a Birdseye View of the Paths of History."

After battling for several days with snowstorms over the Blue Ridge and Alleghany
Mountains and the deep mud of Maryland
and Delaware Joe W. Moore arrived in this
city yesterday in the Premier Century car.
This overland run of 1,805 miles from Indianapolis to New York, including stops for
meals and taking on gasolene and oil, was
made in eighty-four hours of actual running
time, a large portion of which was made by
night. The route was through Dayton,
Columbus, Canton, Cleveland, Youngstown,
Pittsburg, Hagerstown, Washington, Baltimore, Wilmington, Philadelphia and Trenton.

Portugal at present boasts in all 838 automobiles, according to a recent report, of which 501 are permanently located at Lisbon and 148 in Oporto. In an effort to Lisbon and 148 'n Oporto. In an enort to stimulate the movement to renewed vigor, however, it is stated that the Royal Portuguese Automobile Club is endeavoring to secure a reduction in the import duties on cars, tires and component parts and a simplification of the customs formalities requisite for admittance of the goods.

"For the benefit of those who may con-"For the benefit of those who may contemplate automobile trips through southern Texas I want to say don't believe what the natives tell you regarding distances," says Fritz Rueter, who recently drove a Mitchell from San Antonio to Brownsville. "There can be but little doubt that distance is measurable with the average resident of some of the Southern counties only by the rule of as the crow files. The crooks and turns of roads are not considered when the stranger seeks information, nor do many show particular familiarity with the location of roads. Even when we secured pencilled diagrams we found ourselves misdirected on more than one hot, dusty, cactus grown highway."

The report to the effect that the Ford Motor Company had purchased land at Cape May, N. J., for the purpose of erecting a factory there is stated by Mr. Ford to be without foundation. Mr. Ford declared that the Ford Motor Company had no intention of building outside of Detroit, where it is now erecting an entirely new plant. The report was doubtless started by the purchase which Messrs. Ford and Couzens made of 400 acres of land at Cape May, but this transaction was a private one, was not carried on in the name of the Ford Motor Company and has no connection with the company.

Company and has no connection with the company.

Wilkerbarre, Pa., Dec. 26.—Two cars of the Quaker City Motor Club came here to-day from Philadelphia to test the roads and had a hard run. A light Stoddart-Dayton, driven by Harry Tuttle, who was accompanied by Robert Shirk, left Philadelphia at 7:30 and got in here at 6:50, and a Knox, driven by Albert McCormick, and in which was Harry Blake, Charles Curtain and George Proud, which got away from Philadelphia a little after 8 o'clock, got in here at 7:50.

The roads from Stroudsburg to Pocono Summit, were unbroken and the cars had to go through a heavy snow. The Stoddart-Dayton did not break the road much for the heavier car and the Knox threw two shoes, the replacing of these and the putting on of chains at Stroudsburg delayed the party some time, but good progress was made after the repairs.

The Monroe County Club has promised to break the road from Stroudsburg to Stauffers if there is a heavy snow before the day of the race, and the Wilkesbarre Auto Club will break the road from this city to Stauffers, so that the racing cars will not have much trouble getting through unless there is an unusually heavy snow.

The party will leave here at 8 o'clock to-morrow morning and return by way of White Haven and Hazelton.

December Payment Has Been Made on

D47 Weanlings.

LEXINGTON, Ky., Dec. 26.—Secretary
Horace Wilson announces that the December
payment has been made on 947 weanlings in the nineteenth renewal of the Kentucky Futurity. The entries come from thirtyseven States and Territories, as well as from Europe, and the list of nominators aggregates 381, of which only forty have named more than four foals, and these have named less than four foals, and these have named less than half of the aggregate number. The Patchen Wilkes Farm of W. E. D. Stokes leads in the number of entries, having named seven more entries than its great rival Walnut Hall. Walnut Hall is second with seven more than Empire City Farms, which is third.

Salt Lake City. Utah, motorists will soon have an automobile speedway which will be over twelve miles long and will terminate at Saltair. The motorway will be built by a stock company and backed by the Salt Lake Automobile Club. The boulevard, which will be 25 feet wide, will cost, according to the promoters, no less than \$59,000. The sources of revenue will be a small fee charged for the use of the boulevard, but the larger item will be the race meets, at which it is proposed to hold

CHESS.

Brown, Cornell and Pennsylvania

Frentay Vanta, and Toins, Corneil, vs. McCoy, Irown.

Fourth and Final Round—McCoy, Brown, vs.

Forkins, Corneil: Whitaker, Pennsylvania, vs.

Foeman, Brown.

\*\*Treeman, Brown.

AUTOMOBILE NOTES.

While tests of the strength of construction of a motor car generally depend for the r demon-stration on continued road service instances sometimes come up that show the metile of the car in an emergency. One of these came re-cently. A. A. Busey of Oakland, Cal., was the

While driving along a country road at the rate of twenty-five miles an hour with eight persons aboard Mr. Busey was within forty feet of a railroad track before he noticed the ap-

lision, and that was in the course Mr. Busey took He ran the car over an eight foot embankment. So steep was the grade that the car turned over

The newest Packard car Isan inside operated coupe, which is an adaptation of the standard Packard "Thrity" runabout. In introducing the new car, nowever, the Packard company has not departed from its regular mechanical practice. In the case of the new inside operated coupe this is a special body which is interchangeable with the regular runabout body without alteration of levers or other mechanical parts. The owner of a Packard runabout may use it as an open car during the pleasant summer months and then readily convert it by the exchange of bodies into an inside operated laciosed car for comfortable driving in the winter.

The Packard inside operated coupe is an especially destrable car for doctors, business men and others who wish to drive continuity during the winter and also for that large and growing class of persons who wish to live in the country or at a great distance from the business district and drive their own cars between their homes and the city. The regular Packard runabout body being interchangeable on the 1900 "Thirty" and "Eighteen" chassis, the couce body also may be used either on the "Thirty" or on the smaller runabout.

In the cylinder of the Franklin engine air

In the cylinder of the Franklin engine air cooling is accomplished largely through the medium of the auxiliary exhaust, through which immediately at the completion of the power stroke is discharged 71 per cent. of the burned gases. The remainder of the dead discharge has an opportunity to so expand and cool that as it passes out through the main exhaust valve it will not burn one's hand.

The main exhaust valve and the intake valve are concentric at the apex of the dome of the cylinder, the former being in the centre. The concentric arrangement makes possible the use of large valves, providing a large charge and increasing the work of the engine. The dome shape of the chamber, there being no corner to retain the gases. It reduces the inner surface without lessening the heat radiating exterior.

J. F. Singleton, who relinquished the advertising management of the Firestone Tire and Rubber Company last spring, has returned to his duties after a prolonged tour of the Firestone branches and agencies from coast to coast.

branches and agencies from coast to coast.

R. M. Owen & Co., the Rec and Premier distributors, are planning to surpass all their former exhibits at the Crand Central Palace show. Among the Rec exhibits will be included the 1909 models of the touring car, roadster and runabout in regular finish. There will also be a touring car minished in French gray and a 10 horse-power runabout in French gray. It is also planned to show a pollahed chassis of the Rec touring car and roadster.

The Premier line will consist of a 1909 model "30" Limousine and a model "45" siz cylinder touring car. It is planned to exhibit the Premier century car which completed its 100 century record on September 8.

The majority of motorists appreciate the in-The majority of motorists appreciate the in

The majority of motorists appreciate the increased efficiency and economy resulting from the use of anti-friction bearings and it is therefore precision to know that all such bearings of any type, see or style must be properly lubricated. There is a faisel mpression prevalent that ball and roller bearings do not require oil, but this is incorrect, as they need a not only to prevent rust due to moisture-from condensation or other causes, but they also require it as a lubricant, although a comparatively small amount is consumed, says S. Eveland, president of the Standard Roller Bearing Company it has been found desirable to use a heavy nonfluid oil or grease, free from animal fat or foreign substance or a good machine of de under pressure or to have the bearings mounted in an oil bath tha latter two methods being the most desirable.

destrable.

The Cameron Motor Company of New York, selling agents for the Cameron, wil open its new sales room at 221 West Pity-fourth street on January 1, in charge of Harry W. Doberty as

Beginning to-morrow the entire week

of Brown, Cornell and the University of chess tournament, scheduled for to-mor-row, Tuesday, Wednesday and Thursday row, Tuesday, Wednesday and Thursday.
On New Year's Day Cornell will engage
in a team match against Columbia on six
boards. All these games will be contested
at the Rice Chess Club, 158 Second avenue,
in this city. The University of Pennsylvania will be represented by W. H. Hughes
and N. T. Whitaker and Cornell by L. Tolins
and F. K. Perkins, while Brown will have O.
R. McCoy and William B. Freeman.

The tournament manager announced
yesterday that the schedule for these games
would be made up as follows:

First Round—Tolins, Cornell, vs. Hughes,
Pennsylvania; McCoy, Brown, vs. Whitaker,
Pennsylvania, and Perkins, Gornell, vs. Freeman,
Brown.

Second Round—Hughes, Pennsylvania, vs.
Cornell, and Whitaker, Pennsylvania, vs. Perkins, Cornell.

Third Round—Perkins, Cornell, vs. Hughes,
Pennsylvania; Freeman, Brown, vs. Whitaker,
Pennsylvania; and Tolins, Cornell, vs. Hughes,
Pennsylvania; and Tolins, Cornell, vs. McCoy,
Brown; Freeman, Brown, vs. Whitaker,
Pennsylvania; and Tolins, Cornell, vs. McCoy,
Brown.

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light delivery car.

Among the foreign cars to be shown at the Grand Central Palace show next week will be the Lancia cars exhibited by the Hol-Tan company. This will be the first time that the Lancia has ever been exhibited in this country. The main feature of the Hol-Tan exhibit will be the light car race cup of the Automobile Club of America and the Lancia Lampo, the speedy little importation which was it. The feature will be the six cylinder Lancia of 28 horse-power, the chassis of which will be sold in America at \$3,500. A number of examples of other of the smaller chasses, the 12-18 horse-power type, with both chosed and open touring bodies, will be seen in the exhibit.

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